



## 2009 Federal Advocacy Principles

**Economic Recovery Funding** – Seek to ensure the Sacramento region is competitive and receives its fair share of funding for any one-time infrastructure funding. The federal economic recovery bill proposed by President Obama will most likely rely on a combination of additional funding for existing formula-based programs distributed among states, regions and local jurisdictions. Advocate for increased flexibility for funding for transit operations and capital investments.

**Transportation Authorization** – Seek to influence authorization of the next surface transportation bill. The current bill—*Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users*—expires September 30, 2009. Advocate for statewide California Consensus Principles adopted by the SACOG Board in 2008. Advocate for inclusion of projects from the MTP2035 hard-to-fund, large-scale projects, such as the Intermodal Station Relocation, South Line Light Rail Extension, Downtown Natomas Airport Light Rail Extension, and river crossings at the American River near Truxel and Sacramento River near Broadway. Encourage bill to include incentives for linking transportation and land use planning, support for regional planning tools for modeling and data gathering, and ongoing public education and engagement related to travel behavior.

**Complete Streets** – Seek to influence legislation that supports planning and funding streets designed to accommodate cars, transit, bicyclists and pedestrians including education, encouragement and infrastructure for Safe Routes to Schools.

**Blueprint Implementation** – Seek funding for SACOG to implement the Blueprint preferred growth scenario and continue technical assistance for cities and counties. Seek to influence legislation or administrative rules that would provide flexible funding for smart growth planning. Continue education and advocacy efforts with Metropolitan Mobility Caucus and key members of the House and Senate regarding Senate Bill 375, ongoing efforts linking transportation and land use planning, the unique impact CEQA has on planning in California, and the relationship between NEPA and CEQA.

**Discretionary Transit Funding** – Continue to seek discretionary funding for light rail projects including Downtown-Natomas-Airport extension, South Line Phase II extension, Northeast and Folsom double tracking, and passenger railcar rehabilitation. Continue to pursue funding for bus replacements and bus facilities. Also seek funding for enhanced passenger rail service on Capital Corridor serving as regional rail service to major employment centers.

**Climate Change/Air Quality** – Seek to influence legislation or administrative rules addressing climate change, especially those dealing with transportation, land use and air quality. Encourage reduction measures that support Blueprint and Metropolitan Transportation Plan objectives, and criteria that favor land uses and transportation projects in the region, given the region's leadership on addressing greenhouse gas emissions in the MTP2035. Work with federal delegation to continue education efforts related to California's Global Warming Act (AB 32). Support California's waiver request to U.S. EPA to regulate tailpipe greenhouse gas emissions, as authorized by AB 1493 of 2002, which would support implementation of AB 32 of 2006.

**Natural Resources** – Continue to seek funding from the Army Corps of Engineers for natural resources data development and planning to support habitat conservation plans in the region.

**Flood Management** – Seek to influence legislation or administrative rules addressing flood protection, working with flood protection agencies to ensure that public safety is improved and additional funding for local flood protection efforts is secured. Advocate for FEMA remapping to be consistent with the region's Blueprint preferred growth scenario.